

STOCKS TAKE A TURN UPWARD

NOT A FAILURE, AND THE STREET BREATHE EASIER.

By William Rockefeller and Harriman. All Make Cheerful Statements—Half the Loss of the Two Previous Days Made Up—Treasury Aid Welcomed.

There was a wild and spontaneous outburst of cheering when the bell sounded for the close of business on the Stock Exchange yesterday. Hats were tossed in the air, coats were torn off and thrown about the room and the voices of brokers, though a few strident and raucous from the bids and offers of three strenuous days, burst into joyful shouts. It was a scene of self-praise over the solvency of brokerage houses after one of the worst panics in the history of Wall Street.

Diagonally across New street there was a similar scene and similar outburst, for the "little board," too, had weathered the storm. The Consolidated could not claim the proud record of the "big exchange," since there was one failure on Thursday, but as in the case of the Stock Exchange, every broker made good yesterday on the 11 o'clock shutdown at the Clearing House. President Ogden C. Budd insisted—and his claim could not be gainsaid—that the smaller exchange, like the larger, had displayed an endurance and resistance unprecedented in Wall Street history.

The market had rallied. The twenty statistical railroad stocks which had declined an average of \$7.81 a share on Thursday and \$12.82 on Wednesday and Wednesday, had closed at \$106.01 a share, an average net gain of \$6.30, or almost half of the total loss of the two days.

Wall Street history had been made anew, as on two other days of the week, for the opening of the market had shown an unprecedented advance over the previous day's closing. In the market fair weather had succeeded a tempest. But the phenomenon of the day, as it was on Thursday and even on Wednesday, was that the hundreds of men crippled by the tremendous declines were still able to stand up and make delivery.

THE SUN yesterday noted the heavy buying by one of the largest financial interests identified with one of the largest trust companies in the periods on Thursday when the panic was at its worst.

The buying thus referred to was that of Thomas F. Ryan, of the Morton Trust Company, and was corroborated, presumably, with Levi P. Morton, who is president of the institution. Mr. Ryan, whether for speculation, investment or to allay the panic, put very close to \$1,000,000 in the purchase of securities.

Mr. Ryan, it was also said by his associates, had not previously been in the market for three years. He signalled the recovery yesterday by another departure from prior policy and had this to say for publication:

Mr. Ryan's Views.

"I believe that if Mr. Morgan's visit to the President is followed, as it should be, by representatives of all of our great business interests it will do much good. I also believe that the President's attitude toward corporations is much misunderstood by the general public. It is unfair to assume that it is his desire to hamper the business interests of the country. It is his desire to enforce the laws as he finds them on the statute books. And I think that the sooner the business men of the country conclude to go to work to aid the President in solving the difficult problems confronting him every day the sooner will confidence be restored and the business of the country move on without interruption. So far as general business is concerned the only fault to be found with it is that it is too active."

All sorts of Harriman Stories.

The Street teemed with stories about E. H. Harriman and the so-called Harriman party. Knowledge of the breach between Kuhn, Loeb & Co. and the National City Bank, which has been well known for a long time, led to reports that Mr. Harriman was at odds with Kuhn, Loeb & Co., that 26 Broadway withdrew the event late Thursday night to John S. Kennedy or prominent bankers acting for him and his associates. It was even said that control of the Union Pacific had passed in the course of this private sale.

Mr. Kennedy, it was learned, only returned from a month's vacation in Florida on Thursday evening. Neither he nor the others mentioned, it was said by representatives of all concerned, had purchased either at private or market sale any large holdings of any Harriman stock. As far as the disensions in the Harriman party were concerned, men in the party still displayed the same love and affection for the U. P. Said Mr. Harriman:

"If it gives you any satisfaction you may say that I was never closer to my associates, railroad or financial, than I am at the present time, nor were they ever closer to me. I know of no new interests coming into the Union Pacific, and know of no changes impending."

Mr. Harriman again insisted that neither he nor his associates had sold a share of Southern or Union Pacific, but he had no knowledge, he said, of the actions of others than the principal men generally identified with the Harriman party. On the rally in the market he had this to say:

"The Worst Is Over"—Harriman. "My stock market experience as a broker was that after big declines failures were more apt to be on the bear side; that is, among bears who resist the rebound. I am satisfied that the worst is over. The decline yesterday looked like the last effort of the bear movement. It was all the better that the rally to-day was not greater. It should not have been greater."

A representative of Kuhn, Loeb & Co. characterized as crazy the report that there had been a severance of the tie that binds. There were absolutely no differences, it was said, between the firm and Mr. Harriman. It is considered a safe statement.

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SCHOOLBOY HELD FOR ARSON.

Admits That He Tried to Fire School Building "for Fun"

Abdullah Dahrouge, a twelve-year-old Syrian boy, has made a police record in the last week that would do justice to a full grown criminal. He is now in the hands of the Gery Society, charged with having set fire to Public School 29 at Washington and Albany streets on the morning of March 13.

The charge of arson was made by John McGough, an assistant fire marshal. The boy was arrested while at his seat in school yesterday in the building to which he had tried to set fire. He will be arraigned in the Children's Court Monday.

The fire was at first thought to have been caused by some boy tossing a lighted cigarette in some waste in a small room on the first floor. Police Captain Gallagher, the assistant fire marshal, and Principal James Smith have been making an investigation since.

Abdullah's schoolmates were heard to twit him about setting fire to the building, and his answer was "for fun."

"Look at the fun we had," the "fun" is supposed to have been the fire drill through which Principal Smith and his teachers put the pupils to get them out of the building when the fire alarm sounded. The detectives finally heard of the twitting of the schoolboys and arrested Abdullah. He admitted setting the paper on fire and gave as his only reason:

"I wanted to have some fun."

The Syrian boy lives with his parents at 59 Washington street. Only last Saturday he was arrested charged with stealing two gross of metal bracelets valued at \$33 from Jacob Stephano, of 66 Greenwich street. He was arraigned before Magistrate Mayo, but Stephano declined to press the charge.

SNOW THEATRE COLLAPSES.

Johnny Meara, a Favorite of His Neighborhood, Dead in the Ruins.

Benjamin Strauss and his boy friends in the neighborhood of his home, at 71 West Ninety-fourth street, made a snow house against the Strauss back fence after the last snowfall. They decided yesterday to scoop it out and make a theatre of it. Sixteen-year-old John Meara and his thirteen-year-old brother, Edward, whose father is a policeman at the West Thirtieth street station and lives at 79 Thirtieth street, assisted in the work. They were putting the finishing touches on the inside when the roof fell in. Other boys who were gathered about the entrance to the snow theatre, where there was to have been a performance to-day, shouted for help.

Men got shovels and began to dig in the snow ruins. They found Edward first. He was almost overcome when they pulled him out. The older boy was buried deep in the snow and it was fully ten minutes before the shovellers reached him, and he was dead.

Meara's father had come home from the station house to get some clothing before going out on the 8 o'clock tour. He was excused for the night when he telephoned the captain. The boys in the neighborhood are all mourning—the cause of the death was the theatre they had built, but because they liked Johnny Meara.

SPOONER WANTS HIS PAPER HERE.

But Says He Has Not Decided Yet Where He Will Live and Practice Law.

Hudson, Wis., March 15.—The Hudson Star-Times is in receipt of a communication from Senator J. C. Spooner, in which he orders that paper to be sent hereafter to the Collinsville, Kentucky, office. New York city. It is inferred that he intends to locate in New York.

Senator Spooner said last night at New Collinsville that he would stay in New York for only a few days and then return to Wisconsin. He said he would practice law wherever he had clients, but that he hadn't decided yet where he would settle.

MORE PAY FOR P. O. MEN.

4,500 Clerks and Carriers in New York to Get Increase.

WASHINGTON, March 15.—More than 4,500 clerks and carriers in the New York Post Office will be promoted on July 1, the promotion in each instance carrying an increase in salary ranging from \$50 to \$200 a year. First Assistant Postmaster-General Hitchcock announced to-day that under the provisions of the reclassification bill 2,432 clerks in the New York Post Office will get increases on the date named. Carriers to the number of 2,112 in that city will likewise have increases.

AGAINST THE STANDARD OIL.

Federal Court in Chicago Upholds All the Counts in the Indictment.

WASHINGTON, March 15.—Attorney-General Bonaparte received a telegram this afternoon from United States Attorney Sims at Chicago informing him that Judge Kane of the United States District Court had rendered a decision against the Standard Oil Company covering nearly all the important law points involved in the Government's case. The telegram added that the Court held with the Government on all the counts of the indictment and on the matter of the establishment and publication of the list of names. Mr. Bonaparte expressed much gratification over the decision. He regarded it, he said, as an unequalled triumph for the Government.

PICTURE SHOWS THREATENED.

Health, Fire and Police Departments May Put Out of Them Out of Business.

Commissioner Bingham, Dr. Darlington of the Board of Health and Deputy Fire Chief Blinn held a conference at Police Headquarters yesterday and decided to adopt measures to put out of business the 500 or more moving picture shows in this city. The Police Department, the Board of Health and the Fire Department have been receiving hundreds of complaints about the picture performances.

Commissioner Bingham has received letters from mothers who declared that the morals of their children were being corrupted. Tenants and storekeepers have complained to the health authorities about the phonographs, and the attention of the Fire Department repeatedly has been called to the open defiance of the laws regulating theatrical shows.

Steps probably will be taken within a few days to revoke the licenses of the nickel vaudeville playhouses.

After all, UNCLE TOM'S CABIN that made the highball famous—Ad.

Take heed at Dr. Plint & Macdonald in Chaner's hotel on side Fulton's. He finds show who's what.

OHIO FLOOD WORST IN HISTORY

HAS COST PITTSBURGH \$50,000,000 AND TWENTY LIVES.

Fires Break Out While City Water Plant Is Shut Down by Flood and Dynamite Is Used to Halt Its Progress—Thousands Marooned Without Food or Fuel.

PITTSBURGH, March 15.—The flood of 1907, the most disastrous Pittsburgh ever saw, has caused a loss of \$50,000,000 and a score of lives.

The crest of the flood came this morning at 6 o'clock when the rivers reached 36.6 feet, breaking all records.

Then the waters slowly began to recede. But the danger had not passed. All night the chiefs of the fire department had been in suspense for fear a fire would break out, with no water to fight it. At 8 o'clock this morning the expected happened. A small blaze started on Mount Washington and the firemen were powerless. The flood had put the city water plant out of service, and soon an entire block in Shiloh street, the business part of Mount Washington, was burning fiercely. The firemen used chemical engines and bucket brigades were formed, but the flames continued to spread. Then dynamite was resorted to and several buildings were blown up. In that way the flames were arrested after twenty buildings had been destroyed, with a loss of half a million dollars.

Within the day other fires broke out at various places, but fortunately none of them was serious.

Early this morning the street car system was blocked completely. There was no electric light, not a telephone in service and no water. Every railroad entering Pittsburgh, except the Pennsylvania from the east, is out of business.

The newspapers were badly crippled and some were compelled to print in the pressrooms of rivals situated on higher ground.

About 2 o'clock this morning Detective Crooks discovered a negro trying to force an entrance into Brady's saloon in Ross street and a gun fight between the officer and the negro followed. The latter finally fell with a bullet in his leg. There was little disorder last night, the police arresting every suspicious person found in the streets.

A thrilling rescue of three men from the Allegheny River took place this afternoon. The men were guarding a life raft when it was caught by the ice gorge and carried out into the stream. The raft soon broke up, throwing the men into the water. They managed to hold to a log and were buffeted about by the ice. The police were notified and hurried to the Sixteenth street bridge, where ropes were thrown to the three men as they passed. They were hauled out of the water, little the worse for the experience.

Five men are reported to have been drowned at Sewickley. Four men fell from a train on the Pittsburgh and Lake Erie Railroad, which was stalled at Lasker's Ferry and insisted that they must reach Pittsburgh at once. They engaged James Greenaway, a negro ferryman, to take them across the Ohio River, now a mile wide, to Sewickley, where they could get a train on the Port Wayne Railroad. Greenaway collected \$10 from them and after turning it over to his wife put out into the river in a yawl. In a few minutes cries for help were heard. The party did not reach Sewickley, and it is believed that the boat was crushed in the ice floes.

At McKeesport six lives were lost this morning. Paul Rice, while trying to save his household goods, fell into the Youghiogheny and was drowned. A wharf broke from its moorings, carrying Watchman Silas Gray to death in the flood. The four-year-old son of J. B. Tomodolsky fell from a porch into the water. The body has not been found. Three Hungarian children were drowned.

The relief department at McKeesport this morning reported that 25,000 people had applied for and received relief. There is danger, however, of a bread and milk famine.

The criminal element this morning began to show itself and there was much looting. Mayor Coleman gave orders that the police should shoot any one found stealing.

In Allegheny all of the officials under direction of Mayor Kirschner worked throughout the night, taking people from flooded houses and providing relief for them. Actual suffering began to-day and thousands of persons were without food. As soon as possible this morning Mayor Kirschner began to purchase provisions and coal. Innumerable families were marooned in the upper floors of their homes, unable to get food or fuel. It was in relieving these people that the greatest difficulty was experienced. Boats made trips through all the streets of the First ward delivering food, coal and medicine.

CINCINNATI, March 15.—Although there has been no rain in this vicinity for more than twenty-four hours the Ohio River continues steadily to rise about one inch an hour and the crest of the flood, from the headwaters, so the Government weather observer here said to-night, would not reach this point until to-morrow afternoon. The stage here at 9 o'clock to-night was 55 feet and 7 inches, and the weather observer says ten feet more is certain, the sixty foot stage to be reached between to-night and to-morrow afternoon. This will equal the very destructive flood of last January.

The general relief committee that was organized in January is ready for work still, with a fund of \$6,000 left from the previous flood.

Railway passengers arrive and depart from suburban depots, the central station having been inundated. Most of the roads are refusing to handle freight. The handling of the mails is greatly interfered with. Some of the smaller towns in Ohio have received no mail the last three days, and some of the smaller railroads of the State were compelled to suspend traffic entirely until their lines could be repaired.

Fritz Scheff Is Better.

Fritz Scheff, who is ill at the St. Regis, is better. The bulletin posted in the hotel last night said that she was "considerably improved and resting easy." No operation has been performed as yet, however, the physicians considering that the patient's condition does not warrant it.

Guaranteed Pure Under the Law, Bureau's Vanilla Is the Best by Test. Use It—Ad.

ROOSEVELT IDEA OF CONTROL.

The President Seriously Concerned Over Hostility to Railroads—Hard Times Feared.

WASHINGTON, March 15.—Whatever outcome it may have, the visit of J. P. Morgan to the White House on last Monday night has paved the way for an understanding between the Federal Government and the governments of individual States with a view to lessening the rigors of State superintendence of the railways and concentrating at Washington, as far as possible under present conditions, the control of railway commerce and inspection of railway administration.

The conference to be held to-morrow at President Roosevelt's invitation between the President and the Governor and the Attorney-General of Illinois is the first of a series of such conferences with a view to bringing about a more satisfactory condition of affairs with respect to Government restrictions on railway operation.

Apparently the President and his advisers are concerned seriously over the conditions that now exist in the railway world. The late conference in railway securities with the consequent inability of the roads to get money to make necessary improvements has suggested the probability of a change from present prosperous conditions to industrial depression that is synonymous with "hard times."

In his conversation with those who are interested in the railway situation President Roosevelt has indicated a desire to secure the enactment of legislation giving the national Government sole control over railways engaged in interstate commerce, including the control of the lines of such railways within the boundaries of individual States. He would like to have the Federal Government control railway capitalization, and it is understood that he believes that this can be accomplished by acquiring railway companies to obtain Federal franchises.

In addition the President is anxious to obtain legislation that will enable the Interstate Commerce Commission to ascertain the actual capitalization of railways as a foundation for preventing overcapitalization.

Deeneen and Attorney-General Stead of Illinois arrived in Washington to-night in response to a request from the President. They will see Mr. Roosevelt to-morrow afternoon. Both declined to make any statement for publication.

RATE APPEAL TO ROOSEVELT.

Mine Workers and Mine Operators Unite in an Anti-Railroad Complaint.

WASHINGTON, March 15.—John Mitchell, president of the United Mine Workers of America, and his old opponents, the coal operators, joined forces to-day in a decent on President Roosevelt to ask his assistance to combat certain railway companies which they now regard as their common enemy. In addition to Mr. Mitchell the delegation included the Vandellia Coal Company, J. C. Kelsen, president of the Indiana Operators Association, and Judge W. G. Wood, representing the Indiana Coal Commission.

The delegation told the President that railroads in Indiana and Illinois had raised their tariff 10 cents a ton on all coal except from mines along the Big Four canal. This was a discrimination in favor of mines on the Big Four and disturbed the equilibrium of prices. The new tariff is to go into effect on May 1.

President Roosevelt told the delegation that it was a case for the Interstate Commerce Commission and not for him to settle, and he sent Mr. Mitchell and his associates over to the offices of the commission. They were told that if they had a complaint in writing the commission would see what it could do to afford the relief asked.

HILL'S SHORT HAUL CHARGE.

Great Northern Will Try to Justify Higher Rates for Shorter Distance.

WASHINGTON, March 15.—In a case to be heard before Interstate Commerce Commissioners Harlan and Protty in Chicago early next week an unusual demonstration will be made by representatives of the Great Northern Railway Company to show that, based upon the actual amount invested in the road, rates charged by the company are not unreasonable. The complaint is directed primarily against the Great Northern. Not only will the road attempt to justify the greater charge for the short haul for the longer haul, but the railroad officials will go into the question of valuation, anticipating the Government in the matter. It is understood that the railroad officials will attempt to show that, according to the amount invested in the Great Northern, it is exacting rates that yield only a fair profit and that charges of excessive rates made against the carrier are unfounded in fact.

The case was discussed in its various ramifications to-day by President Roosevelt and Commissioners Harlan and Protty, who will leave for Chicago to-morrow to begin hearings in it early in the coming week.

FIND CANTANIA'S LIFE BELTS.

Traces of New York Oil Steamer on the Newfoundland Coast.

HALIFAX, March 15.—On the Newfoundland coast three life belts and one life buoy have been recently picked up between St. Mary's and Holyrood. The two picked up at Gaslie are marked "S. S. Cantania," passed U. S. inspector steam vessels, New York, April 6th, 1905, H. M. T.

The only Cantania of American registry is the steamship Cantania, 2,335 tons net, of Galveston, Tex., recorded in Lloyd's Register as an oil tanker, "carrying oil in bulk."

Louisville and Nashville Hails Work on Extension.

BARBOURVILLE, Ky., March 15.—The Louisville and Nashville Railroad has abandoned the construction of the Pine Mountain Railroad, a thirty-five mile extension, which had been in course of construction for a year.

No reason has been assigned for the suspension of work.

RAILROAD HEADS CAN'T AGREE

NOT LIKELY TO VISIT THE PRESIDENT IN A BODY.

Then Break Up Without Deciding What to Do—If the Conference Is Resumed More Presidents May Be Invited—Fear to Seem Suppliants to Roosevelt.

The four railroad presidents for whom an arrangement had been made by J. P. Morgan for an interview with President Roosevelt on the railroad situation held a conference in this city yesterday but no definite result was arrived at as to whether the pilgrimage should be made to the White House. The probability is that they will not go.

Those who attended the conference were President Newman of the New York Central, President McCrea of the Pennsylvania, President Mellen of the New York, New Haven and Hartford and President Hughtitt of the Chicago and Northwestern.

Everything that was possible was done to keep the deliberations of the railroad men from the public. They met in secret and while it was admitted by the publicity department of the New York Central that the conference was going on nobody could be found who would tell just where the meeting was being held.

Occasionally a little news leaked out as to what stage of progress the conference had reached, but as far as the details of the discussion were concerned or as to what was being done toward a definite agreement in regard to the visit to Washington no inkling reached the reporters for hours.

The best they could learn was that the conference was being held somewhere in the neighborhood of the Grand Central Station but not in that building and that when the meeting was over a complete report of the proceedings would be furnished.

The session began at 11 o'clock in the morning and for four hours nothing of a definite nature came out of the conference. It was then announced that the railroad presidents had adjourned but that they would get together again in a short time.

The adjournment was for the purpose of allowing each president to draw up a report on what course should be adopted in the matter of interviewing Mr. Roosevelt at the White House. This was taken to mean that the views on the subject expressed at the conference were anything but unanimous and that no two of the conferences were in accord.

The conference was resumed at a late hour in the afternoon and between 5 and 6 o'clock it was announced that the meeting had adjourned. Speaking for the New York Central Mr. Newman said that he was in no position to throw any light upon what had happened at the meeting. He declined to tell whether the conference would be resumed or not, but it was intimated that if there was another meeting to discuss the matter of a visit to the White House more railroad presidents would be called.

While representing large interests the four presidents felt that the whole responsibility of deciding the matter should not be put upon them.

Mr. Mellen, Mr. McCrea and Mr. Hughtitt seemed to be just anxious to avoid telling what had taken place at the meetings as Mr. Newman. They had disappeared by the time that the adjournment was announced at the Grand Central Station. Mr. Mellen and Mr. Hughtitt were said to be at the Waldorf-Astoria, but neither of them could be found there. At the publicity department of the Pennsylvania it was said that no information about the conference would be given out.

From another source it was learned that the railroad presidents were utterly unable to agree on a statement as to what position should be taken. It was held on one hand that as no invitation to the White House had been given to them by the President, they would see them if they came they might be put in the position of suppliants, asking the President to modify the attitude of the Federal Government toward the railroads.

The four railroad presidents who, it was understood, were to go to Washington to see President Roosevelt, will not go in a body. The majority opinion at the meeting was that none of the roads represented had been conspicuous in the recent railroad investigations and that accordingly their presidents should not invite themselves to defend those that have been under investigation. There was a strong minority opinion that as a matter of public policy the presidents should go to Washington.

Mr. Mellen, Mr. McCrea and Mr. Hughtitt, it is likely that one of the presidents, who is understood to be Mr. Mellen of the New Haven, will go on his own behalf.

NEW HAVEN, Conn., March 15.—President C. S. Mellen of the New Haven road returned from New York to-night after the conference. A semi-official statement issued from the headquarters of the road says: "Mr. Mellen is trying to arrange an interview with the President." President Mellen declined to discuss the situation further.

OKLAHOMA CONVENTION ENDS.

Constitution Adopted Gives Broad Definition of the Word Negro.

GUTHRIE, Okla., March 15.—The Oklahoma constitutional convention adjourned to-day.

The clause regarding the negro came nearly being overlooked, but just prior to adjournment was passed, defining a negro as a person with any degree of negro blood.

Delegate Asped asked if this included the Creek Indians, who have a small portion of negro blood, and Delegate William Durant replied: "Yes, say they are negroes."

The report allowing women to vote in school elections came near being defeated on final passage, but was saved by the sergeant-at-arms bringing in absent members.

The closing day was marked by a flat-fight between Delegate George A. Henshaw of Madrid and James Pruitt of Oklahoma City. They were discussing the candidacy of Lee Grace for the Governorship when Pruitt called Henshaw a liar and got a blow from Henshaw in the face that drew blood. More blows were exchanged and the combatants were then parted.

Folk Will Call Extra Session to Regulate Public Utility Corporations.

JEFFERSON CITY, Mo., March 15.—Gov. Folk informed members to-day that he would call a special session of the Legislature very soon to consider the regulation of public utility corporations and dram-shop legislation, both of which failed in the session closing to-morrow.

GOLDFIELD SHUTS DOWN.

Mine Owners and Merchants Suspend Business to Fight a Union.

GOLDFIELD, Nev., March 15.—Every mine and store in Goldfield is closed to-day. The streets are crowded with idle men, and armed guards are everywhere as a result of the general lockout instituted by mine owners and business men against the Industrial Workers of the World.

Everything is at a standstill and will be for an indefinite time. This is the culmination of labor troubles that have been almost continuous for months. The mine owners and merchants, who have the support of members of the unions affiliated with the American Federation of Labor, are determined to fight the Industrial Workers to a finish.

The specific cause of the present situation was an attempt of the Industrial Workers of the World to force all workmen of every trade to join their organization. The carpenters and printers refused.

At noon to-day all stores were closed. The men were withdrawn from all the mines. The stores and offices of the mine owners are surrounded by armed men. There have been threats of vengeance, but no trouble has occurred.

ITALIAN ANARCHIST VANISHES.

Man From America Baffles Detectives on a Train Near Florence.

SPECIAL CABLE DISPATCH TO THE SUN. LONDON, March 15.—The Milan correspondent of the Telegraph says that the American police recently notified the Italian police that a dangerous anarchist from Paterson, N. J., had sailed for Italy. His coming was watched for and since he arrived he has been shadowed day and night.

He boarded a train at Florence this morning for Pisa. Three detectives were on the same train. When the train reached Pisa it was found that the anarchist had disappeared en route.

A hot hunt is now on to find him again.

TAFT MAY GO TO ALASKA.

Will Probably Make a Side Trip on His Way to the Philippines.

WASHINGTON, March 15.—Secretary Taft may visit Alaska next fall. He is going to leave Washington for the Philippines about September 1, and it is very likely that he will make a side trip to Alaska, sailing from Seattle for Manila after his return. Major Willis P. Richardson of the Quartermaster-General's department is making the effort to have the Secretary of War make the Alaska visit.

Mr. Taft would like to go very much and it is merely a question of time. When he has seen Alaska the Secretary of War will have visited every dependency of the United States with the exception of Samoa.

TO SLOW DOWN FAST TRAINS.

Proposed to Add From 12 to 15 Hours to the Chicago-Pacific Schedules.

CHICAGO, March 15.—General passenger agents of Western railroads will meet here again next Monday to consider arrangements to lengthen the running time of through passenger trains.

Not less than twelve hours will be added to the time of the trains from Chicago to the Pacific Coast, and some roads think the schedule should be lengthened eighteen hours.

The time of the fastest trains to Kansas City is now twelve hours, and it will be increased to fifteen hours at least. Corresponding increases will be made in the schedules to Omaha, Denver, St. Paul, St. Louis and other points.

BIG FLEET OF FORT AND AFTERS.

Fourteen Come to Anchor in the Bay and Sixteen Head Out.